सहमत हूं। हम जानते हैं यह बात सही है कि जैसे-जैसे सारा जगत, सारा देश ग्लोबलाइजेशन और मार्डनाइजेशन की ओर जा रहा है, धीरे-धीरे कर के आज हथकरघा की जगह पावरलूम ले रहा है। यह बात सही है, जैसे कि गुजरात में जहा 70 हजार हथकरघा थे, आज 7 हजार हथकरघा भी नहीं हैं क्योंकि सब ने पावरलूम लगा दिए हैं। महाराष्ट्र और आंध्र में भी वही स्थिति बनने जा रही है। यह एक प्रक्रिया का सवाल है कि ज्यादा आमदनी है तो लोग पावरलूम लगा रहे हैं। फिर भी हथकरघा का एक्सप्लाइटेशन न हो, हथकरघा का मार्का लगाकर पावरलूम—का माल न बिके और इस से हथकरघा सेक्टर को प्रोटेक्शन मिले, इस के लिये कानून भी है और राज्य सरकारों को भी हम सावधान करते हैं कि आप बड़ी कड़ाई से इस कानून का इस्तेमाल करें जो भी ऐसा काम करते हैं, उन को सजा दीजिए।

THE DEPUTY CHAIRMAN: On the 16th, we are having a Calling Attention almost on a similar issue, that is, *khadi gramodyog*. I think the Members should take this opportunity to discuss this problem. I remember Pragada Kotiah, one of those people and who is no more with us, used to raise this issue almost in every Session. We should discuss this issue because it is a chronic problem. Now we move on to Question No. 243.

Conversion of SU-30 Aircrafts

*243. SHRI KHAGEN DAS: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that SU-30 aircrafts procured from Russia have not yet been converted into multi role aircrafts due to delay in development of indigenous avionics and computer system.

(b) if so, whether any commitment was made by the Indian Scientists and technical experts that these would be converted into multi role aircrafts; and

(c) if so, what are the details in this regard?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) Conversion of SU-30 into a multi-role aircraft is being done in Russia by Russian technologists *interalia* involving integration of indigenously developed avionics and

computer systems and certain avionics of Russian and Western origin. There has been delay in the Project not only due to delay in development of indigenous avionics and computer system but also due to other factors, such as delay in acquisition of avionics from Western sources and delay in import clearance by Russia.

DRDO was tasked to develop the radar computer, mission computer and display processor which have since been developed. However, Programmable Signal Processor which was to be developed by DRDO could not be developed by them and will now be procured from Russia.

SHRI KHAGEN DAS: Madam, it is indeed a very sensitive matter that we have not been able to get the planes which were critically required for our nation's security. I will put very specific questions. I also expect specific answers from the hon. Minister, without going in zigzag way. Madam, part (a) of my supplementary is whether there is any system of accountability and whether the Government is going to fix the responsibility for delaying indigenous development and procurement of imported components for development of aircraft as a multi-role aircraft. Part (b) of my supplementary is, according to the present pace of development, what is the realistic time-frame fixed by the Government for completing this project?

SHRI GEORGE FERNANDES: Madam, I have already mentioned in the reply given that the delay has been due to various factors. The factors are not concerning only those who should have produced certain vital parts here but also those from the Western countries with whom contracts had been signed and the items are to be procured. As I have said, there was also a problem from Russia, the principle, producer of the aircraft in this case, of not being able to fulfil some of its commitments in time, and, when certain items had to go to Russia, those who were trying to send those items were having problems to get import licence. So, therefore, when the accountability question is raised, I believe, this is a matter which will involve no just one country, i.e., India, but one will have to go in for looking at accountability

by those, with whom we had agreements,—the western countries and the manufacturer.

SHRI KHAGEN DAS: I am asking about the accountability for indigenous development.

SHRI DIPANKAR MUKHERJEE: What is the accountability for indigenous development? ...(*Interruptions*)... The question is with regard to indigenous development...(*Interruptions*)...

SHRI GEORGE FERNANDES: Yes. Again, I am making the same point. So far as the indigenous development is concerned, it is not wholly removed from the contribution which other countries are going to make to it. So, therefore, only to pin-point any indigenous agency and say that this particular agency has not delivered goods in time may not be an exercise that will be productive. Now, in so far as the realistic time is concerned, well, as the House may be aware, there has been a delay in this and this delay has also meant revising the schedule of procuring these aircrafts. The schedule that now we have is: We expect 4 aircrafts in the year 2001; 12 aircrafts in the year 2002; 16 aircrafts in the year 2003, and the upgrade of the 8 aircrafts that are with us will be in 2004. Now, to say that we have not acquired any of these aircrafts would not be right because we have eighteen of these aircrafts in service.

SHRI KHAGEN DAS: Madam, part (a) of my second supplementary is this. Is it correct that in several sensitive projects there has been an unreasonable delay in indigenous development. If so, what corrective measures does the Government proposed to take? Part (b) of my supplementary is...

THE DEPUTY CHAIRMAN: You cannot have. I must interrupt. You cannot have A, B, C, D, E, F, G, etc. That means, you have got six supplementaries...(*Interruptions*)...

SHRI KHAGEN DAS: Madam, this is part of the supplementary...(*Interruptions*)...

THE DEPUTY CHAIRMAN: Just ask one pointed supplementary. There are no parts. Supplementary is

one...(*Interruptions*)...You put only one question and let the Minister answer. There is not enough time...(*Interruptions*)...

SHRI KHAGEN DAS: Madam, let it be (b) of my supplementary...(*Interruptions*)...

THE DEPUTY CHAIRMAN: No. I am not allowing it...(*Interruptions*)...You have put your question. Let the Minister answer...(*Interruptions*)...You have already put a question...(*Interruptions*)...Please answer it, Mr. Minister...(*Interruptions*)...

SHRI KHAGEN DAS: Madam, the question is, what is the assessment of the Government.

THE DEPUTY CHAIRMAN: No. I am not allowing it...(*Interruptions*)...I have names of other Members also, who have given their names, with me...(*Interruptions*)...One Member cannot ask everything...(*Interruptions*)...Please answer the first question, Mr. Minister...(*Interruptions*)...

SHRI KHAGEN DAS: Madam, just one supplementary...(*Interruptions*)...What is the assessment of the Government regarding loss in terms of...(*Interruptions*)...

THE DEPUTY CHAIRMAN: No, I am not allowing...(*Interruptions*)...Let him answer...(*Interruptions*)...

SHRI GEORGE FERNANDES: My submission is, there has not been any unreasonable delay in this...(*Interruptions*)...There has been a delay, but I would not call that delay as an unreasonable delay...(*Interruptions*)...

SHRI KHAGEN DAS: He is evading the question. (*Interruptions*)...

SHRI SURESH KALMADI: Madam, there is a considerable delay in purchasing the aircraft. Actually, the whole fleet should have come in by now, if I am not wrong. But, it is now going to take time up to 2004. It is a very inordinate delay. The reason given by the Minister is that some parts have to come from Israel and some have to come from some other place. There is matching of the things.

The Russians are now asking for escalation on this part. I would like to know who is going to bear this cost. Actually, we should have asked the Russians what they could get on the table. Instead of that we gave them what we wanted. That was not possible at all. I would also like to know how this is going to affect the licensed production of these aircrafts in India. We tried to get 50 aircrafts—which are going to come up to 2004—instead of just buying 10 or 20 aircrafts and bring the rest as licensed production. So, is this delay in induction of the aircraft going to delay our licensed production? We are getting very sophisticated aircraft now; but we find these are a number of air crashes. The 50th MIG crashed the other day. What is the position of the AJT? How many more pilots have to die; many more aircrafts have to crash before we go in for an AJT?

SHRI GEORGE FERNANDES: The hon. Member, who knows about the situation, in so far as the aircraft in the Indian Air Force are concerned, has asked about the AJT, and how many more persons should die before an AJT is acquired. Madam, first of all I would like to clarify the point that I do not believe that it is the lack of an AJT that has been causing the kind of accidents that we have had or we have been having over the last many decades. (*Interruptions*).

THE DEPUTY CHAIRMAN: The time is not enough.

SHRI GEORGE FERNANDES: I am including the report of the Abdul Kalam Committee also in this. I am sure you have gone through that report. That report also testifies to the fact that it is not merely the absence of an AJT that is creating the problem. Having said that, an AJT should have been acquired a along time back, but over a period of a decade-and-a-half things have always been under discussion, but a decision could not be taken. A decision has now been taken. The price negotiation is currently going on with the price Negotiating Committee that is headed by the Deputy Chief of the Air Force. I believe that in the next few weeks we should be able to complete it and take a decision for acquiring these aircrafts.

Now, so far as the production of SU-30 through transfer of

technology, which we should be having, is concerned, there is a certain time schedule, which has been fixed for this. We should be signing an agreement on production during this year, and between the signing of the contract and starting production, I have been told, it will take 48 months for the infrastructure and for various other things that go in this kind of activity. Therefore, the production will start towards the end of 2004 and will be completed in 2014, that is, over a period of ten years.

Then, the hon. Member raised a question about escalation. That is something, which, I presume, will ultimately depend on the kind of negotiations we have. We may get into the final contract.

श्री संजय निरूपम: मैडम, सुकोई विमानों के लिए जो समझौता हुआ, उस समझौते से बहुत सवाल खड़े हुए.....**(व्यवधान)**

उपसभापति : आधे मिनट में सवाल पूछिए, आधे मिनट में जवाब आएगा।

श्री संजय निरुपम: मैडम, सी॰ए॰जी॰ के जो ऑब्जरवेशंस रहे हैं, उसकी एक लाइन मैं पढ़कर सुनाता हूं। उन्होंने कहा है कि "The manufacturer supplier old, used and unserviceable equipment", मैन्युफैक्चरर यानी रशिया। सी॰ए॰जी॰ का यह भी कहना है कि हमें जो अपग्रेडेड सुकोई विमान चाहिए थे, वे सुकोई विमान हमें नहीं दिए गए। तो मैं माननीय मंत्री महोदय से जानना चाहता हूं कि जो सी॰ए॰जी॰ की ऑब्ज़रवेशंस हैं कि जिस स्तर के, जिस ग्रेड के सुकोई विमान हमें चाहिए थे, उस तरह के सुकोई विमान हमें रशिया ने नहीं दिए, क्या मंत्री महोदय सी॰ए॰जी॰ की इस रिपोर्ट से सहमत हैं?

श्री जार्ज फर्नान्डीज: उपसभापति महोदया, जो विमान हम लोग पाए हैं और जो अभी और पाने जा रहे हैं हमारी यह मान्यता है कि जितने विमान की अपेक्षा हम लोगों ने की थी वह उतने बढ़िया विमान हैं और उसमें जो पहले 8 विमान लाए गए थे उसमें भी जो सुधार करना है वह उस कांट्रेक्ट का एक अंग है।

THE DEPUTY CHAIRMAN : Question Hour is over.